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Copy 7 of 7

8 April 1963

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report - Project OXCART
Thule, Greenland - 3-9 March 1963

1. A wrap-up visit to Thule Air Force Base, Greenland, was made during the above period by a combined team consisting of the following:

Project Headquarters:

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Contracts
Materiel
Materiel
Operations
Security
Comsec

AFIGO/S :

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AFCS :

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FAA :

Corps. of Engineers:

The purpose of the trip was the final inspection and acceptance of the facility under the contract, and to prepare for proposed operations.

2. The physical security of the fuel facility is, with a few minor changes, acceptable. The entire area, with the

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exception of a 100' opening at the front of the building, is surrounded by a seven-foot chain link fence topped with three strands of barbed wire on brackets angled out at 45°. The doors to the garage are of solid construction, can only be opened from the inside, and have no locks or handles on the exterior.

3. Four discrepancies in construction were noted and arrangements were made for their corrections:

a. The 100-foot gap in the front of the building. This will be corrected by running the fence to the front corners of the building on both sides. The fence on the side toward the tank farm will be equipped with a personnel gate and a vehicle gate, capable of being securely locked, and the keys will be closely controlled.

b. The Foamite hydrant installation on the main tank. A ring of pipe extends around the main tank through which Foamite would be pumped in case of fire. The normal installation at Thule is to have the hydrant, or hose connection for the tanker, at some distance from the tank, with the connection normally installed about three feet above ground level. The Foamite line for this facility had been brought through the fence at the three-foot level, which provided a step from which the fence could be surmounted. Arrangements were made to have the pipe brought under the fence, out far enough to prevent using the pipe as a step, then up to the three-foot level where the hose connection would be installed.

c. Guy wires on the light poles. At three locations on the perimeter, guy wires from the light poles, which are inside the security fence, were run through or just above the top of the fence. It would be fairly simple to shinny up the guy wires and get over the fence, in spite of the barbed wire. The guy wires will be relocated, or alternate means found, to adequately brace the poles without the hazard of the guy wires as presently installed.

25X1A

4. Exposed PF-1 pipe outside the fence line. Approximately 20 feet of the main fuel line is exposed, above the ground, outside the fence line at the rear of the pumphouse. The fence is to be relocated to enclose this stretch of pipeline.

5. It was noted that the floodlighting at the fuel facility has been installed with the lights facing away from the tank farm rather than flooding the fenced area. I questioned the positioning of the lights in this manner. I was told, however, that this type of installation was standard at all SAC bases and other sensitive installations inasmuch as this would permit the sentry to be in the dark, yet floodlight the approaches to the installation. I pointed out that it was not contemplated that a continuous patrol be established at the tank farm. The answer was that the lights have been installed in the normal, approved manner.

6. The hangar which is to be made available to the Project is excellent from the security viewpoint. A secure communications room has been erected and equipment is installed. During periods of inactivity, the classified commo gear is removed and stored in the secure base communications office. The Operations office, basically a building within the hangar, can be altered to Project design with little trouble. In addition, a similar group of offices are available for materiel and maintenance purposes.

7. The hangar doors can be secured in such a manner that one guard or sentry can control access to the building. The base commander agreed that the sentry would be positioned inside the door if only the tankers were in the hangar. However, if the vehicle were in the hangar, the sentry would be stationed outside.

8. After the alterations have been made to the fuel farm, the security aspects of the Project facilities at Thule should be considered in good condition.

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[redacted]
Chief, Security Staff
OSA

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OSA/SO [redacted] mpr
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Next 1 Page(s) In Document Exempt

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